

AMENDMENTS TO THE SPECIFICATIONPages 4-5

The paragraph beginning on page 4, line 10 and ending on page 5, line 11 has been amended as follows:

Further, in US-B 5794973 (in particular, Fig. 10 in the document), such an inflator is shown that an internal space is partitioned into two chambers by providing a partition member at the center in a housing and igniters and propellants are disposed at end portions of the respective chambers, and gas discharging ports which are different in opening and a communication hole connecting the both chambers to each other are formed in the partition member. However, also this inflator feeds a gas into a single air bag and changes only a developing pressure, hardly realizing the optimal protection according to a build of a passenger. Further, the inflator shown in Fig. 10 of the US-B 5794973 is provided with gas discharging ports at the central portion of the housing and these ports are directed in directions contrary to each other on a circumference of a circle. Therefore, even if respective gas discharging ports and respective air bags (or conduits connecting to the air bags) are connected, a structure ~~therefor~~therefore is complicated and it is difficult to incorporate the structure into an inflator for a side collision, which is restrained spatially. Further, in order

to protect the head or the breast of a passenger, or the breast or the hip thereof by one air bag, a bag itself becomes large (it becomes long vertically). On one hand, in the air bag system for a side collision, since a vehicle space (for example, a side portion of a seat back or the like) for mounting the air bag system is limited and a space where a vertically long bag is folded and accommodated is limited, and it takes time to fill a gas into a bag completely at the time of development, it is expected that a passenger protection to a collision is too late.

Page 18

Line 6 has been deleted in its entirety.

Page 29

Line 11-27 have been deleted in their entirety.

Page 30

Lines 1-20 have been deleted in their entirety.

Page 35

The paragraph at lines 12-21 has been amended as follows:

That is, the inflator 10 shown in Fig. 3 is provided with a partition plate 17 developing in the radial direction in the housing 11, so that an inner space of the housing 11 is partitioned into two chambers. The partition plate 17 is formed with a hole portion 18 having an opening diameter

smaller than that of the first gas discharging port 16a. For this reason, a first chamber 10a existing in the first diffuser portion 14a side of the partition plate 17 and a second chamber 10b existing in the second diffuser portion 14b side of the partition plate 17 are in communication with each other at the hole portion 18.

Pages 36-37

The paragraph beginning on page 36, line 10 and ending on page 37, line 6 has been amended as follows:

Further, as shown in Fig. 4, it is desirable that an inner space in the housing 11 is partitioned by a partition plate 17' having a hole portion 18' to define a first chamber 10a and a second chamber 10b in the axial direction of the housing 11 and the hole portion 18' is closed by a closing member 19' from the diffuser portion 14 side having the larger total opening area of the gas discharging ports (that is, the second diffuser portion 14b side). By making formation in this manner, when the second igniter 15b is activated to discharge the gas in the second chamber 10b, the closing member 19' ruptures (or peels off) due to a pressure difference between the both chambers, so that the gas in the first chamber 10a is also discharged from the second diffuser portion 14b. Therefore, when the second air bag chamber 20b exists at the breast of a passenger, the second air bag

chamber 20b is inflated more sufficiently so that the passenger can be restrained further safely. On the other hand, even if the first igniter 15a is activated so that the gas in the first chamber 10a is discharged, since the closing member 19 is fixed by pressing from the second chamber 10b side, this member is not prevented from rupturing (or peeling off) due to a differential pressure so that only the gas in the first ~~chamber 11~~chamber 10a is introduced into the first air bag chamber 20a. At this time, the hole portion 18' may be formed to have a flow rate adjusting function as described above.

Pages 39-40

The paragraph beginning on page 39, line 21 and ending on page 40, line 18 has been amended as follows:

Furthermore, as shown in Fig. 7, the ring members 200a and 200b can be fixed inside the respective diffuser portions 14a and 14b provided at the axial both end portions of the inflator housing. That is, the respective diffuser portions 14a and 14b in the inflator housing side are formed in inward flange-like shape, and the respective ring members 200a and 200b provided inside the diffuser portions abut on them and cylindrical porous members 202a and 202b are respectively arranged in the inner spaces of the respective diffuser portions 14a and 14b so that the respective porous members

202a and 202b can be fixed by pressing down them together with the igniters. Openings formed on the peripheral faces of the porous members 202a and 202b are in communication with the respective gas discharging ports 16a and 16b. By disposing the rupturable plate 13 outside the flange portion 100 or the ring body 200, the rupturable plate 13 and the igniter 15 become close to each other and it becomes easy to rupture the ~~rupturable~~ rupturable plate by actuation of the igniter 15. However, if a structure where the rupturable plate is ruptured securely is employed, the rupturable plate 13 may be disposed inside the ring body 200 or the flange portion 100 (that is, an interior of the housing 11). Further, it is possible to incorporate the partition plate 17, the hole portion 18 and the closing member 19 as shown in Fig. 3 and Fig. 4 into the inflator of the aspect as shown in Figs. 5 to 7.

Page 44

The paragraph at lines 14-26 has been amended as follows:

When a pressurized gas is used as a gas source, such a sealing member (not shown) as a rupturable plate is provided in the inflator base portion 450 in order to maintain an air tight state inside the inflator housing 411 before activation start. Then, both the inflator base portions 450 shown in Fig. 10 and Fig. 11 are provided with a gas discharging ~~port 416~~ port 416. In the inflator base portion 450 shown in

Fig. 10, the gas discharging port 416 is provided on a diffuser portion 414 provided on a side opposite to a side where an ignition means 415 is provided in the inflator housing 411. And in the inflator base portion 450 shown in Fig. 11, the gas discharging port 416 is provided almost in an axial central portion of the inflator housing 411.